

# SOUTH DAVIS COUNTY TRANSIT DEIS

## North Salt Lake Sub-Committee Meeting No. 1 - Summary

**Project:**  
South Davis County Transit DEIS

**Meeting Purpose:**  
North Salt Lake Sub-Committee Meeting No. 1

**Meeting**  
9:00 a.m. to 11:00 a.m.  
February 21, 2007

**Location:**  
North Salt Lake Public Works

### Attendee

Kerry Doane  
Angelo Papastamos  
Colleen Lavery  
Jacqueline Jensen  
Kim Clark  
Dan Noziska  
Ben Lowe  
Blaine Gehring (representative)  
Conrad Jacobson  
Dave Beck  
Gary Mumford  
Terry Carlson  
Thane Smith  
Tim Rankin  
Ryan Wallace  
Sam Kearn

### Representing

UTA  
UDOT  
Carter & Burgess  
H.W. Lochner  
H.W. Lochner  
H.W. Lochner  
Sub-Committee member  
Sub-Committee member  
Sub-Committee member  
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Sub-Committee member

### Meeting Summary:

#### Project History

Kim Clark began by giving a brief overview of the South Davis Transit Study DEIS. She explained that the South Davis Transit Study will follow on from two transit studies previously undertaken for this region. These include work undertaken by the Legacy Parkway Community Planning Information Committee and a Feasibility Analysis undertaken by the Wasatch Front Regional Council (WFRC). She noted that while the South Davis Transit Study will consider the work that has been previously undertaken, it will not necessarily be built upon the findings from these studies. It was noted that the outcome of the WFRC Feasibility Study did not gain consensus from all of the affected communities.

#### FTA Process

Kerry Doane provided a brief overview of the Federal Transit Administration (FTA) Process. The FTA is responsible for assisting transit agencies throughout the United States. While the FTA provides some fixed funding, funding is also awarded on a nationally competitive basis. Therefore transit projects in Utah will compete with projects in other states for funding. The FTA process is rigorous and well defined. It focuses on specific areas including ridership forecasting, cost effectiveness and community consensus. Kerry Doane explained that one of

the purposes of the South Davis Transit Study is to ensure eligibility for this funding. In keeping with FTA's process, Phase I of the South Davis Transit Study will include an Alternatives Analysis process and identification of a Locally Preferred Alternative. Phase II of the project will include the development of the Draft Environmental Impact Statement.

### Study Area

Kim Clark outlined the study area. The north and south limits of the study area are 400 South in Downtown Salt Lake City to the US-89 / Legacy Parkway / I-15 Interchange in Farmington. The east and west limits of the project are Legacy Parkway / I-215 to the mountain range / State Street.

### Public Involvement Process

Kim Clark provided a brief overview of the public involvement process. She explained that each of the sub-committees will assist the project team in the following tasks:

- Define Goals and Objectives
- Document Existing and Future conditions
- Develop a Purpose and Need Statement
- Create Evaluation Criteria
- Identify and Screen Alternatives

Representatives from each of the sub-committees will attend the regional workshop meetings. These workshops aim to bring together ideas and information collected during the sub-committee meetings and other community outreach activities and develop regional transportation solutions. Kim Clark outlined other outreach activities that have been incorporated into the project including a project website, open community meetings etc.

### Identification of Needs Exercise

Following is a list of needs identified by the North Salt Lake Sub-Committee members, grouped into general categories.

#### Safety

- Foxboro/Industrial Park, Redwood Road and 600 North need signalized intersection

#### North/South

- If mass transit could tie into existing TRAX, citizens could have access to the University of Utah
- Congestion bottleneck at US 89 and I-15 interchange and citizens wonder if transit would help
- Beck Street is very slow and would like to see a lane for buses to and from Salt Lake City
- Evening peak congestion on US 89 will get worse with future multi-use development
- Citizens would love fast access to downtown Salt Lake City from commercial centers
- For the long term, citizens need a convenient transit service such as TRAX
- Backtracking needed to go north or south
- Minimize transfers
- Loss of historically good access to Salt Lake City

#### Commuter Rail

- Foxboro needs bus, pedestrian, cycle access to commuter rail (north-bound and south-bound)
- North Salt Lake is on an island and the commuter rail station provides little value to North Salt Lake
- Transit needed to go north to commuter rail to get south to Salt Lake City

#### Park and Ride

- Park and ride used at LDS Church off Center Street and citizens wonder if it is formal or informal use
- Convenient park and ride is necessary for future development along Eagle Ridge Drive
- Security at train park areas are a concern

#### Rail

- Too few overpasses over train tracks
- Railroad crossings are a problem – many citizens get stuck behind a train

#### Area West of I-15 Transit Service

- Foxboro needs internal bus stops near development
- Foxboro has about 8,000 residents and has a young demographic that would benefit from a bus service to the University of Utah
- No bus service at Orbit, giving no alternatives to using cars to get to work
- No current bus routes to Salt Lake City
- No west side buses (commuter or local)
- In the long term, express bus service from Foxboro to Downtown Salt Lake City
- Citizens concerned with how to serve a higher density of Foxboro
- Low income in Foxboro area, but service is needed

#### Economics

- Commuter rail: Union Pacific is trying to eliminate switches on east side and there is a potential loss of rail delivery.

#### Roadway Congestion

- Foxboro has no existing north-bound access to Legacy and I-15
- Use of surface roads during I-15 problems
- Difficult to get on and off Redwood Road with out traffic control
- Congestion on 2600 South and 1100 North which prevents North Bountiful users from getting on the freeway
- Congestion of I-15
- No HOV on I-15
- Interchange at Center Street gives no access onto I-15
- Difficult to get on and off Redwood without traffic control

#### Transit/Bus Service

- Commuter buses pass by North Salt Lake
- No east-west bus service beyond Orchard Drive
- Lack of frequency of buses to north (Hill Air Force Base)
- Minimize transfers to LRT
- Buses needed on Redwood Road
- Buses not serving far enough east
- No North Bountiful transit service during the morning and day
- No transit on Redwood Road
- Too many transfers needed to take transit

#### Bus Stops

- Bus stops are too far away from Foxboro
- Bus stops too far away from east side neighborhoods
- Security at bus stops are a concern

#### Pedestrian/Bike Trails

- Orchard Drive lacks sidewalk safety on west side
- Foxboro needs pedestrian and bike connectivity (North Salt Lake, Downtown Salt Lake City, and Bountiful)

#### Future Growth

- Citizens want to know how to coordinate with UDOT plans for I-15 and 215 improvements
- Not a lot of office space in Davis County – it would be beneficial to cluster offices around mass transit

#### East/West

- Not enough roadway capacity
- Traffic is increasing in North Salt Lake and to Bountiful
- Traffic will increase (Center Street and 1100 North) with Foxboro development

#### Sub-Regional Connections (Local)

- Sub-regional connectivity to Centerville, Farmington, and Bountiful shopping, North Salt Lake Eaglewood Village, The Gateway, and Farmington future station park from Foxboro

### Identification of Goals and Objectives Exercise

Following is a list of Goals and Objectives identified by the North Salt Lake Sub-Committee members:

- Create sufficient accessibility
  - Improve north/south accessibility to eliminate backtracking
- More options for mass transit
- Create multi-modal options to serve west side of I-15
- One community – create a cohesive community
- Improved east/west travel
- Reduce local congestion
- Safe environment

## Future Meetings

Blaine Gehring, Conrad Jacobson, and Dave Beck will represent the North Salt Lake Sub-Committee at the Regional Workshops. The next sub-committee meeting will be held on April 25<sup>th</sup> from 9:00 – 11:00.

Any discrepancies with this meeting summary, please notify Jacqueline Jensen.

Cc: Attendees, Project Contact List, North Salt Lake Sub-Committee Members

*A North Salt Lake sub-committee member added comments on February 22<sup>nd</sup> which were strongly implied, while not specifically expressed, during the meeting:*

- *Improve Transit Services – make east/west transit work better*
- *Improve Transit Services – increase transit ridership and options (get cars off the road)*
- *Use Creative Ideas to Provide Easier Access to Transit Services – improve park and ride opportunities*
- *Improve East/West Connectivity – one community (create cohesive community), east/west connections within community to ensure the community is not divided*
- *Improve Access to Economic Centers – provide transportation to economic development available west of I-15 and more economic growth*